

VII ADEQUATE FACILITIES

a. Traffic issues within the Bowleys Quarters peninsula

Bowleys Quarters Road is the primary means of access to the Bowleys Quarters Peninsula, while Carroll Island Road performs the same function in Carroll Island. Although traffic levels do not currently justify major projects within the Community, the population increase, that is likely to result because of the provision of public sewer, and the rapid deterioration of both main roads and side streets will require significant improvements during the time span of this plan.

The Bowleys Quarters community also experiences a significant increase in seasonal traffic. More than a dozen marinas, a large private picnic area and Miami Beach County Park are primarily responsible for the increased traffic volume during the summer months. In addition, the installation of public sewer is likely to result in patched and uneven roads.

Within the Community there are three immediate issues:

1. Emergency access to the lower peninsula.
2. Physical condition of the roads.
3. Pedestrian traffic on the upper peninsula.

Bowleys Quarters Road and Susquehanna Avenue are presently the single access routes to the two arms of the lower peninsula. Bowleys Quarters Road beginning at the intersection with Susquehanna Avenue is a potential "choke

point". Bowleys Quarters Road and Susquehanna Avenue are two lane roads without shoulders. Any serious vehicle accident, traffic tie up, utility pole or tree down would effectively isolate the lower peninsula, including Miami Beach County Park from emergency vehicles. (Medical, Fire, Police, etc.)

Issue: Emergency access to the lower peninsula.

Action: Analyze the feasibility of a second means of access to the lower peninsula. The study would examine adding shoulders on Bowleys Quarters Road from Susquehanna Avenue to Galloway Road and/or the construction of Chester Road between Susquehanna Avenue and Galloway Road. The analysis would also examine a realignment of Susquehanna Avenue at Bowleys Quarters Road. Designs should be consistent with the rural atmosphere of the community.

Poor soil sub-base conditions, age of roads and minimum repairs, other than pot hole patching, has resulted in generally poor condition of community roads. Proposed sewer construction, increased traffic and age will exacerbate this condition. Major replacements will be required within the time span of this plan. The Department of Public Works surveys all County roads annually. The roads are classified according to the condition of the road by percentage. Roads that are in very poor condition overall are the first to be resurfaced.

Issue: Poor physical condition of existing roads.

Action: The Department of Public Works will conduct a study of all community roads and develop an upgrade plan. This plan will be coordinated with any construction affecting roads. Major improvements to be programmed into County Capital Improvement Program.

Increased development throughout the peninsula is likely to further aggravate the dangers to pedestrian movement. Without shoulders or sidewalks, there is no place to walk or bicycle throughout the community. Sidewalks or walkways should be provided for all new development projects to facilitate personal safety. To maintain safety after sunset, these areas should be lighted with aesthetically pleasing streetlights such as lighting fixtures similar to those in Seneca Park. A sidewalk program exists in Baltimore County. However, the program is generally used where right-of-ways have been donated by property owners.

Issue: Pedestrian traffic throughout the Bowleys Quarters Peninsula.

Action: All new development in the Bowleys Quarters area will require sidewalks or impervious walkways.

Action: The County, where feasible, should construct sidewalks along all roads within the Bowleys Quarters study area.

Although not within the boundaries of Bowleys Quarters, the Eastern Avenue traffic corridor has a direct impact on access to and from the community. The three most important issues are:

1. Intersection of Eastern Avenue and Stemmers Run Road.
2. Intersection of Eastern Avenue and Carroll Island Road.
3. Proposed Route 43 access to Eastern Avenue.

b. Traffic issues along Eastern Boulevard and Eastern Avenue

Eastbound traffic turning right onto Stemmers Run Road and Route 702 face major backups which extend into the through lanes. Heavy traffic exits from the corner service station onto both Eastern Avenue and Stemmers Run Road which is also a major school crossing. Traffic is regulated by a signal and several school crossing guards. Several automotive service businesses and used car lots use the shoulder for continuous storage of vehicles, boats, tow trucks, etc. They are parked side by side, two deep, immediately adjacent to the traffic lanes. Access to these businesses is directly from the right hand traffic lane, without use of the congested shoulder. The resulting congestion at this intersection is dangerous and causes delays.

The original Bowleys Quarters Community Action Plan, adopted by the County Council in 1992 recommended the following actions to alleviate traffic problems along Eastern Boulevard and Eastern Avenue: 1.) To modify the existing ramp that leads into MD 702, 2.) to eliminate parking and vehicle storage on the shoulders of Eastern Boulevard, and 3.) to upgrade both Stemmers Run Road approaches to provide increased intersection capacity. All of these actions have either been completed or will be addressed as part of the Eastern Boulevard Streetscape project. This project, which will enhance the section of Eastern Boulevard between Selig Avenue and Martin Boulevard, is scheduled to begin construction in the spring of 2000.

c. Traffic issues concerning the intersection of Carroll Island Road and Eastern Avenue

The "Y" intersection of westbound Eastern Avenue and Carroll Island Road is potentially dangerous. Traffic is controlled by a traffic signal. However, ingress and egress from two fast food restaurants, a drive in theater and service stations directly at the intersection causes hazardous conditions. With the assurance of a green light drivers are surprised by sudden stops as vehicles enter and exit these businesses from unexpected locations. This condition will be further aggravated by seasonal peaks and the addition of a major marina on Carroll Island Road, between Eastern Avenue and Bowleys Quarters Road, and further development of strip shopping centers on both sides of Carroll Island Road.

The original Bowleys Quarters Community Action Plan raised the intersection of Carroll Island Road and Eastern Avenue as an issue and recommended two actions to address the problem. One of the requested actions was to conduct a study of that intersection. A traffic study was performed in February 1999. The intersection was classified as Level-of-Service "A". The outcome of the study makes it difficult to justify any public expenditures at this time.

Another dangerous traffic condition concerns left hand turns into the Carroll Island Shopping Center. The shopping center is located at the corner of Carroll Island Road and Bowleys Quarters Road. At both entrance ways, the respective roads are single lanes. Vehicles following a car making a left turn must wait until the maneuver is successfully completed. During peak traffic hours, traffic tends to become congested or vehicles are forced onto the dirt shoulder to circumvent the waiting automobile.

The approach to the traffic light at the intersection of Bowleys Quarters Road and Carroll Island Road had a left hand turn signal implemented (1992). This could be extended back to the Shopping Center entrance. The entrance to the Shopping Center on Carroll Island Road would require the addition of a left turn lane.

Issue: Eliminate traffic congestion at the entrance ways into the Carroll Island Shopping Center

Action: The BQIA will request the Department of Public Works to study the left turns into the Shopping Center.

d. Middle River Employment Center Access Study (MRECAS)

The increased traffic that will justify the construction of the proposed MD 43 may increase congestion on Eastern Avenue. The location of the Eastern Avenue and the MD 43 intersection is critical. It should be located to have the least impact on already congested intersections such as Carroll Island Road and Eastern Avenue. While there are environmental constraints that must be overcome, the impact on residents of the area must be given equal consideration. The BQIA considers this designation as crucial to the continued revitalization of the community. The BQIA will remain actively involved and is on record as preferring either of two different sites exiting near the Martin State Airport as the only valid locations for the exit of MD 43 into Eastern Avenue.

Issue: Proposed intersection of MD 43 and Eastern Avenue/Boulevard.

Action: The County should consider community views when making a decision on the location for MD 43 (the community preferring to see it located opposite Martin State Airport). The location of

MD 43 should help minimize traffic impact and critical volumes going through the Eastern Boulevard and Carroll Island intersection.

Issue: Designation of the Middle River Employment Center Access Study (MRECAS) formerly known as MD 43 extended.

Action: The BQIA will monitor the progress with the Middle River Employment Center Access Study to ensure that the correct alignment is recommended for this road. The BQIA will continue to participate and voice the opinion that the only alternatives acceptable to the community are F and D modified, or alternative D as shown in the MRECAS update proposal dated Spring 1999. Each of these alternatives shows the MRECAS and Eastern Boulevard intersection at, or near the Martin State Airport area.

e. Schools

The population growth pattern projected on Fig. 2 may not follow County trends. As sewerage becomes available and development constraints are removed, there will be an initial population surge of largely younger families with school age children. To ensure that school facilities are adequate, it is essential that the Board of Education monitor growth patterns and forecast cumulative school population projections.

Issue: Impact of growth on area schools and recreation centers.

Action: The Board of Education and the Department of Recreation and Parks will review development applications with the Planning Office to project cumulative impact on school populations. When projections indicate future overloading, programs will be implemented to insure adequate facilities are available. Consideration needs to be given to the following:

- a) Class size of 24 or less for elementary schools.
- b) Sidewalks for students who walk.
- c) Magnet school for environmental sciences (elementary & middle schools).
- d) Bus stop shelters.
- e) Recreation center with indoor fields similar to Allender Road.
- f) Bicycle path/jogging path.
- g) Outdoor track.

f. Emergency Services:

Police: The community is currently protected by one patrol car, which serves about

3000 households. The present countywide ratio is one patrol car for every 3,519 households. This "protection ratio" should be the "adequate facility" requirement for the future development in the community. As boat traffic and the number of marinas increase, additional water based police protection will be required. This will require modification to the Strawberry Point facility, which houses the Marine and Aviation unit.

Issue: Impact of growth on adequate police protection.

Action: Police Department will monitor cumulative effect of development to plan additional protection of the community. (Annually)

Action: The precinct commander and area traffic commander should be involved in all future meetings involving planning and zoning for this community.

Action: Any modification to the Strawberry Point facility should involve community input.